

THE
COMMERCIAL
GUIDE.

WILLIAMS, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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THE
CHINA
MAIL.

PUBLISHED EVERY EVENING. AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

VOL. XXV. No. 1894. 號四廿月四年九十六百八千一英 HONGKONG, SATURDAY, 24TH APRIL, 1869. 日三十月三年巳己治同 PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.
LONDON: 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
HONGKONG: 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Departures.
April 24, Governor Highmore, for Shanghai.
April 24, Maria Becken, for Yokohama.
April 24, Lima, for Guam.
April 24, Ville de Granada, for Singapore.
April 24, White Cloud, for St. John.

New Advertisements.
REMOND UNLACKER.
Controller's Office, Commercial Bank.
Hongkong, April 23, 1869.

BELLE VUE.
PRIVATE BOARDING HOUSE.
Hollywood Road, No. 7.
Board and Lodging, \$30 per Month.
Board only, \$40.
Hongkong, April 23, 1869.

CHARLES SEABURG.
Proprietor.
Hongkong, April 23, 1869.

BARBER & RAZOR SETTER.
39, WELLINGTON STREET.
Begs to inform the Public that he is ready to set Razors, knives and Scissors at the following prices:—
Razors, 20 a 25 cents.
Pen Knives, 10 cents.
Large Scissors, 15 " "
Small " 10 " "
Also,
Hair Cutting, Shampooing and Shaving, 50 cents.
Hongkong, April 23, 1869.

PORTRAITS.
MR. J. THOMSON begs to intimate that as his Rooms are being repaired and improved, they will be closed for Portraits from this date to May 10th.
COMMERCIAL BANK BUILDINGS.
Hongkong, April 23, 1869.

NOTICE.
ALL parties indebted to, and having claims against the Estate of the late JOHN FARREY, Plumber, and Corporation, Queen's Road West, are requested to lodge the same with the Underigned, on or before the 15th May, 1869.
WILLIAM SWAN, Executor.
Hongkong, April 21, 1869.

EVANS' Shanghai BEER on Draught at "SAG HOTEL."
BASS'S last OCTOBER BREW, on Draught at "SAG HOTEL."
Hongkong, April 21, 1869.

FOR SALE.
BILLIARD MECHANISM PIPES.
Fancy do. do.
Charcoal PIPES.
Briarwood do. do.
And,
Sisal Skin Tobacco POUCHES and Cigar Cases.
THOS. HUNT & Co.
Hongkong, April 20, 1869.

M. A. CORREA.
COMMISSION MERCHANT AND GENERAL AGENT.
CANTON.
April 1869.

MR. W. P. FLOYD, Photographer, begs to inform his Patrons, that his departure for Europe is POSTPONED until the arrival of two First Class London Operators. The business will be continued as heretofore.
The Grand Photographs RAFFLE, will take place on THURSDAY, the 29th April, at 4 p.m.
Hongkong, April 17, 1869.

TO LET.
A desirable Granite GODOWN at Wan-chai, convenient to the Water.
For particulars, apply to
OLYMPHANT & Co.
Hongkong, April 16, 1869.

TO LET.
No. 3 Peehill Terrace, with immediate Possession. Apply to
LANE, CRAWFORD & Co.
Hongkong, April 16, 1869.

New Advertisements.
NOTICE.
MR. J. DE SOUZA, of De Souza & Co., Printers, finds it necessary to CAUTION tradesmen and others against giving credit on his account to an individual of the same name who figured as defendant yesterday in the Summary Jurisdiction Court.
Hongkong, April 14, 1869.

W. F. MOORE.
MR. MOORE, beg to inform the Public that he has moved from the Saloon to the Room lately occupied by the Union Dock Co.'s Office, where he hopes for the continuance of the kind patronage that has been given him since the opening of the Hongkong Horse. Having added his assistance of Furnishing Goods and the excellence of his Goods and the moderation of his prices to deserve the patronage of the Public of Hongkong.
HONGKONG HORSE, Corner, near the Clock Tower.
Hongkong, April 18, 1869.

OCCIDENTAL HOTEL.
SAN FRANCISCO.
CALIFORNIA.
THE Occidental Hotel having been recently improved and refurnished, is now in complete order in all its appointments.
Travellers will find the Accommodations of this well known Hotel equal to those of the best Hotels of the Eastern States and Europe.
Hongkong, April 18, 1869.

MESSRS. ROSS & Co.
Beg to inform the Public of Hongkong that they have established themselves in the premises lately occupied by Messrs. LANGE, Oakes & Co.
Having acquired the services of experienced European Cutters and also having received per late arrival a very superior stock of NEW GOODS, they are prepared to meet all the requirements of the present season.
A large stock of Ready-made CLOTHING, of the latest Fashions, always on hand.
KING & Co.,
Queen's Road Central.
Hongkong, February 5, 1869.

HONGKONG GENERAL CHAMBER OF COMMERCE.
THE Fortnightly Market Circulars published by the CHAMBER, will in future be deliverable from the Office of the Underigned from 10 A.M. of the morning preceding the steamer's departure. The Circulars are at the disposal of non-Members, on application to the Secretary, who will furnish particulars of cost, &c.
J. W. WOOD, Secretary.
Club Chambers,
Hongkong, March 2, 1869.

NOTICE.
THE SHANGHAI NEWS-LETTER.
ENLARGED to double its former size, now affords a better medium of intelligence from this quarter of the world. It is published for the transmission of all the current Mercantile, Political, and General News of China and Japan, by the Pacific Mail Steamers to America and Europe. The Subscription to the News-Letter is Two Dollars and a half per annum, for subscribers in Shanghai, and Three Dollars when mailed.
The authorized Agents for receiving Advertisements and Subscriptions are:—
Mr. J. W. SULLIVAN, 509, Sansone Street, San Francisco.
London & China Express, 2, Cowper's Court, Cornhill, London.
Messrs. Wm. R. Foss & Co., 32, Burlington Slip, New York.
Messrs. H. Foss & Co., Bund, Shanghai.
Shanghai, March 20, 1869.

THE LONDON & CHINA EXPRESS.
IS published in London for the P. & O. Co.'s and French Mails, and contains:—
Summary of Home, Parliamentary, and Foreign News.
Special Correspondents' Letters from Germany, Holland, &c.
Leading Articles on the principal interests of China.
Digest of Home Opinions on China Subjects.
List of Passengers by the current and succeeding Mails.
Naval and Military News.
Births, Marriages, and Deaths.
Commercial, Banking, Share Lists, &c.
Market Reports, Shipping News, Freight, Exchanges, &c., from London and the Continent, New York, &c.
Statistics of Imports and Exports.
Supplement.
Statement of each Ship's Cargo for China and Japan, and by the P. & O. Mails.
Subscription—\$12 per Annum. With Export Supplement, \$14.50. Single Copies, 60 cents.
MORRIS & Co.,
Agents, Queen's Road,
Hongkong, March 12, 1869.

New Advertisements.
MORRIS & Co.,
AUCTIONEERS.
NEWS AND COMMISSION AGENTS.
QUEEN'S ROAD,
HONGKONG.
(Late J. B. Morris, News Agent.)
HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE.
THE Property consisting of the Capital of One Hundred Dollars per Share, in the 20,000 New Shares of the Corporation, will fall due on the 1st July, 1869.
On the 1st July, 1869, \$25.00 per Share will be paid.
On the 1st July, 1870, \$25.00 per Share will be paid.
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On the 1st July, 2047, \$25.00 per Share will be paid.
On the 1st July,



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton;

Also,
Bombay, Madras, Calcutta, King
George's Sound, Melbourne
and Sydney.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
"CHINA," Capt. J. D. STEWARD, with
Her Majesty's Mail, Passengers, Specie, and
Cargo, will leave this for the above places,
on THURSDAY, 24th April, at 9 A.M.

PARCELS and CARGO will be received
on board until Noon, and SPECIE until
4 P.M. on the 24th April.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONVEYANCE AND VALUE OF PACKAGES
NECESSARY ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Customs Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels, and the Company do not hold
themselves responsible for any detention or
penalties which may happen from incorrect-
ness on such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

W. MACAULAY, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, April 22, 1869.



**PACIFIC MAIL STEAMSHIP
COMPANY.**

THROUGH U. S. MAIL LINE TO NEW YORK.

TEAMERS of this line will be despatched
as follows:—

Great Republic	May 19.
Japan	June 19.
China	July 19.
Great Republic	August 19.

A Steamer will leave Shanghai on or
about same date, connecting at Yokohama
with above-named steamer.

Passengers ticketed through to California,
Mexico, Central and South America, the
Atlantic States, and to England or France,
both via New York and by lines from Pa-
nama and Aspinwall.

Return tickets issued at a reduction of
10% upon the whole amount for the round
voyage.

Connections are made at Panama with
Steam Lines upon the West Coast of Cen-
tral and South America, at Aspinwall with
the "Royal West India Mail Line," "West
India and Pacific Steamship Company,"
(Limited), and the "French Transatlantic
Company." And at New York with the
various lines to Europe. Tickets issued
for the following Steamship Lines: Cun-
ard, Inman, National, General Transat-
lantic Co., New York and Havre Steam-
ship Co., Hamburg and American Packet
Co., New York and Bremen Steamship
Co., and North German Lloyd.

Favorable arrangements have been made
for through passengers and freight to Am-
erica, from Calcutta, Penang and Singapore,
and from Swatow, Amoy and Foochow.

Through Bills of Lading given for Ports
of Mexico and on the West Coast of Cen-
tral and South America as far as Valpa-
raiso, to New York, Liverpool, Southampton
and St. Nazaire, France.

Freight to United States payable in ad-
vance in Mexican Dollars, or on delivery
in American Gold Coin with 8 per cent ad-
ditional, at shipper's option.

For further information, apply at the
Agency of the Company, Praya West.

GEO. E. LANE,
Agent.

Hongkong, February 16, 1869.

Post-Office Notifications.

ALLS BY THE "CHINA."

The Contract Packet "CHINA" will
be despatched with the usual Mails
for Europe, &c., on THURSDAY, the
29th Instant, at 9 A.M., and the Post
Office will be open for the reception of
Ordinary Letters, Letters for Registration,
Newspapers, Books, &c., until 8
P.M. on the 28th Instant. Letters,
&c., may be posted in the night box
from 8 P.M. on the 28th Instant until
7 A.M. on the following morning.

All Letters posted between 7 and 8 A.M.
on the 29th Instant will be chargeable,
in addition to the usual postage, with
a Late Fee of 18 cents.

The latest time for posting Letters at this
Office is 8 A.M. and for Newspapers,
Books, or Patterns 7 A.M. on the 29th
Instant.

Further, late letters (but Letters only) ad-
dressed to the United Kingdom via
Marseilles or to Singapore, may be
posted on board the Packet from 8.30
to 8.50 A.M. on payment of a late fee
of 48 cents each, in addition to the
postage, after which no Letters can be
received.

Sealed Boxes containing the correspondence
of Box Holders will be received at the
window set apart for the purpose, on the
East Side of the building.

All correspondence for places to which pre-
payment is compulsory must be prepaid
in Hongkong Postage Stamps.

Insufficiently-stamped Letters addressed to
the United Kingdom will be sent on,
charged with a fine of One Shilling in
addition to the postage.

Post-Office Notifications.

Letters posted after 7 A.M. on the 29th
Instant will not be forwarded unless
the Late Fee as well as the postage is
prepaid.

Letters insufficiently stamped or unstamped
addressed to places to which they can-
not be forwarded unpaid, will be open-
ed and returned to the writers as early
as possible, but no guarantee can be
given that such Letters, if posted after
8 P.M. on the 28th Instant will be re-
turned until after the mail is closed.

Postage Stamps should be placed on the
upper right hand corner of the corres-
pondence, except in cases where they
may be used in payment of "Late Fees,"
when the Stamp or Stamps represent-
ing the late fee should be placed on the
lower left-hand corner.

All transactions in fractional parts of a Dol-
lar will be conducted in the Coins pre-
scribed by Ordinance 1, of 1864, and
the Proclamation of the 22nd January,
1864, and no other Coins, but those
therein specified will either be received
or given in change as fractional parts
of a Dollar.

Payment for Postage Stamps must be made
in the current Dollars of the Colony or
Bank Notes.

Money Orders on any of the Money Order
Offices in the United Kingdom will be
granted until 5 P.M. on the 28th Instant.
F. W. MITCHELL,
Postmaster General,
General Post Office, Hongkong,
April 10, 1869.

It is hereby notified that, under the pro-
visions of a Treasury Warrant dated the
7th May, the Postage on a Letter not
exceeding half-an-ounce in weight posted
in Hongkong or at any of the Ports in
China and Japan addressed to Egypt, or
posted in Egypt addressed to Hongkong, or
conveyed in the Mails by British Packet, is
reduced from Twenty-four Cents to Twelve
Cents.

For Letters exceeding half-an-ounce in
weight a further rate of Twelve Cents for
each half ounce is chargeable.

Prepayment of the Postage is compulsory.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, July 15, 1868.

It is hereby notified that, under the au-
thority of a Treasury Warrant dated the 1st
May last, Superintending, or First-Class
Schoolmasters in the Army will, in future,
be entitled to the same privileges in regard
to Letters sent by or addressed to them on
their own private affairs as are at present
enjoyed by Commissioned Officers in the
Army; and all Army Schoolmasters will be
entitled (as Army Schoolmasters of all
but the First-Class now are) to the same
privileges, in regard to their Letters, as
are enjoyed by non-commissioned Officers and
Private Soldiers.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, July 31, 1868.

1.—On the 1st October next, and thence-
forward Money Orders will be issued at
this Office and at the Agencies thereof at
Shanghai and Yokohama on all the Money
Order Offices in the United Kingdom of
Great Britain and Ireland, for amounts not
exceeding £10, at the rate of Exchange
Current for Each Mail, and charged with
Commission according to the following
Scale, viz:—

For sums not exceeding £2,.....	12
Above £2 and not exceeding £5,....	24
" " " " " " " " " " " " " " " "	36
" " " " " " " " " " " " " " " "	48
" " " " " " " " " " " " " " " "	60
" " " " " " " " " " " " " " " "	72
" " " " " " " " " " " " " " " "	84
" " " " " " " " " " " " " " " "	96
" " " " " " " " " " " " " " " "	108
" " " " " " " " " " " " " " " "	120

2.—No Money Order to include a frac-
tional part of a Penny.

3.—Orders drawn in the United King-
dom upon Hongkong, Shanghai, and Yokohama,
will be paid at the rate of Exchange
at which Money Orders are being issued at
the time of their presentation.

4.—Alphabetical Lists of over 3,700
Money Order Offices in the United King-
dom, showing the Counties in which they
are situated, are hung up for public refer-
ence at this Office, and also at Shanghai
and Yokohama.

5.—Applicants for Money Orders must
furnish, in full, the surname, and, at least,
the initial of one Christian name, both of
the Remitter and the Payee; if the Remit-
ter or Payee be a Peer or a Bishop, his
usual designation of such rank, such as
"Baron Brougham" will suffice; but the
mere term Messrs., such as "Messrs. Riv-
ington," or the name of a Company trad-
ing under a title which does not consist
of the names of the persons composing it, such
as "Carroll Co." is inadmissible.

6.—The Remitter on stating that the Or-
der is to be paid only through a Bank, to
have the option of giving or withdrawing
the name of the Payee; in such case, the
Order will be crossed in the same way that
Cheques are commonly crossed when they
are intended to be paid through a Bank.

7.—When an Order is presented through
a Bank, a receipt by any person will be suf-
ficient, provided the Order be crossed with
the name of the receiving Bank, and be
presented by some Person known to be in
the employ of such Bank.

8.—The signature of the Payee of a Money
Order to be affixed to the Order in the
place provided for the purpose. If the
Payee be unable to write he must sign the
receipt by making his mark in the presence
of a Witness, who must sign his name, with
his address in the presence of the Officer
who pays the Order.

9.—Should the Payee of a Money Order
desire to receive payment in the Country in
which the Order was issued, at some other
Office than that in which the Order was origi-
nally drawn, the transfer will be granted,
provided the Order be inclosed to the
Postmaster of the Office in which it was
drawn. In such case a new Order will be
issued, the Commission chargeable upon
which will be deducted from the amount of
the new Order.

10.—In the event of a Money Order
misplacing or being lost, a duplicate will
be granted on a written application from
the Payee, (containing the necessary
particulars, and accompanied by an addi-
tional Commission) to the Office where the
Original Order was payable.

11.—On the receipt of a similar applica-
tion, orders will be given to stop payment
of a Money Order, or to renew a lapsed
Order. The additional Commission in the

Post-Office Notifications.

last case will be deducted from the amount
of the new Order. Lapsed Orders must be
presented with the application for a new
Order.

12.—But when it is desired that any
error in the name of the Remitter or Payee
should be corrected or that the amount of
a Money Order should be repaid to the
Remitter, or that a Lapsed Order should
be renewed for payment in the Country in
which the Order was originally drawn,
application must be made to the Chief
Money Order Office of such Country. This
application must be accompanied by an
additional Commission, unless it have re-
ference to a Lapsed Order, in which case the
Commission will be deducted from the
amount of the new Order.

13.—Repayment whether of an original,
or renewed, or a duplicate Order, will not
be made to the remitter until it has been
ascertained that the advice has been can-
celled at the Office on which the Order was
originally drawn.

14.—Payment of an Order must be ob-
tained before the end of the Sixth Calendar
Month after that in which it was drawn;
for instance, if drawn in January, payment
must be obtained before the end of July,
otherwise the Order will become lapsed,
and a new Order (for which a second Com-
mission, to be deducted from the amount
of the Order, will be charged) will become
necessary.

15.—If an Order be not paid before the
end of the Twelfth Calendar Month after
that in which it was drawn, for instance,
if drawn in January and not paid before
the end of the following January—all claim
to the Money will be forfeited, unless,
under peculiar circumstances, the Post
Office of the Country in which the Order
was drawn think proper to allow it.

16.—After once paying a Money Order
by whomsoever presented, the paying Office
will not be liable to any further claim. If
a wrong payment, however, be made owing
to negligence on the part of any Officer of
the Post Office, the Postmaster General of
the Country or Colony in which the negli-
gence occurs will, if he see fit, require the
Officer in fault to make good the loss.

17.—No Money Order will be paid unless
the advice has been previously received.

18.—Additional Rules for greater securi-
ty against fraud, and for the better work-
ing of the system generally will be made
as occasion may require.

19.—Should it appear that Money Orders
are used by mercantile men, or others,
for instance, if drawn in January, payment
must be obtained before the end of July,
otherwise the Order will become lapsed,
and a new Order (for which a second Com-
mission, to be deducted from the amount
of the Order, will be charged) will become
necessary.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong, 22nd August, 1868.

It is hereby notified for general informa-
tion that henceforward closed mails for the
United Kingdom will be made up at this
Office and forwarded to London by the Uni-
ted States Mail Packets via San Francisco.
For correspondence intended to be forwarded
by this route must be addressed via "San
Francisco."

Letters, Newspapers, Books and Patterns,
will be liable to the same rates of postage
as those sent by the British Mail Packets
via Southampton viz:—

For Letters, 24 cents per half-ounce.
For each Newspaper not exceeding 4
ounces, 4 cents.
For a packet of Books or Patterns, 8 cents
per 4 ounces.

The Postage must in all cases be paid in
advance; correspondence not fully prepaid
will be sent via Sue.

F. W. MITCHELL,
Postmaster General,
General Post Office,
Hongkong February 1, 1869.

Insurances.

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant

Policies against the Risk of FIRE on

Buildings or on Goods stored therein, on

Coals in Maltheds, on Goods on board

Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information apply to
AKNHOLD KARBURG & Co.,
Agents Hongkong & Canton,
Hongkong, January 4, 1867.

LANCASHIRE INSURANCE

COMPANY.

NOTICE.

FROM and after this date the following

Rates will be charged on short period

Insurances, viz:—

Not exceeding one month,.....	1/4 of the Annual Rate.
Above 1 month and not exceeding three months,.....	" " "
Above 3 months and not exceeding six months,.....	" " "
Above 6 months,.....	The full Annual Rate.

ARNHOLD, KARBURG & Co.,
Agents, Lancashire Insurance Company,
Hongkong, April 14, 1868.

LONDON AND PROVINCIAL MARINE

INSURANCE COMPANY.

THE Undersigned having been appointed

Agents in Hongkong for the above

Company, are prepared to grant Marine

Risks at current rates.

AUGUSTINE HEARD & Co.,
Hongkong, March 6, 1868.

Insurances.

OCEAN MARINE INSURANCE

COMPANY.

LONDON.

Incorporated 1859.

CAPITAL—£1,000,000.

THE Undersigned having been appointed

Agents for the above Company are pre-
pared to accept Marine risks and issue
Policies at current rates.

AUGUSTINE HEARD & Co
Hongkong, June 6, 1867.

ALBERT LIFE ASSURANCE

COMPANY.

ESTABLISHED 1838.

CAPITAL, £500,000.

Managing Agents in China, Messrs.

AUGUSTINE HEARD & Co., Hongkong.

Medical Referee, J. I. VON MURRAY,
Esq., M.D.

THE Undersigned having been appointed

Managing Agents for the above Com-
pany are prepared to accept risks and issue
Policies on Life Assurances.

For further particulars, forms of propo-
sals, &c., apply to

AUGUSTINE HEARD & Co.
Managing Agents in China,
Hongkong, June 1867.

PHENIX FIRE INSURANCE

COMPANY.

LIVERPOOL AND LONDON & GLOBE

INSURANCE COMPANIES.

THE Undersigned having been appointed

Agents for the above Companies at this

Port, are prepared to grant Policies against

Fire to the extent of £40,000 on Buildings,
or on Goods stored therein.

DOUGLAS LAURENCE & Co.
Hongkong, September 28, 1868.

NORTH CHINA INSURANCE Co.

THE Undersigned, having been appointed

Agents for the above Company at the

Ports of Tientsin and Kiangsu, are pre-
pared to Grant Policies of Marine Insur-
ances at current rates.

DODD & Co.,
Tientsin, 10th August, 1868.

IMPERIAL FIRE INSURANCE

COMPANY.

THE Undersigned having been appointed

Agents for the above Company at this

Port, are prepared to grant Policies against

Fire to the extent of £80,000 on Buildings,
or on Goods stored therein.

GIBB, LIVINGSTON & Co.,
Hongkong, August 24, 1864.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following

Rates will be charged for Short Period

Insurances, viz:—

Not exceeding 1 month,.....	1/4 of the Annual Rate.
Above 1 month and not exceeding 3 months,.....	" " "
Above 3 months and not exceeding 6 months,.....	" " "
Above 6 months,.....	The full Annual Rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
Hongkong, April 7, 1868.

IMPERIAL FIRE INSURANCE

COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following An-
nual Rates will be charged for Fire

Insurances, viz:—

Detached and Semi-detached	1/4 per cent.
Dwelling Houses removed	" " "
from the Town, and their	" " "
Contents,.....	" " "
Other Dwelling Houses used	1/2 per cent.
strictly as such, and their	" " "
Contents,.....	" " "
Godowns, Offices, Shops, &c.,	1 per cent.
and their Contents,.....	" " "

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance
Company,
Hongkong, March 6, 1866.

BOMBAY INSURANCE COMPANY

AND

FORBES & CO.'S CONSTITUENTS

INSURANCE COMPANY.

THE Undersigned having been appointed

Agents for the above Companies are

prepared to accept Risks on the usual Terms.

GIBB, LIVINGSTON & Co.,
Hongkong, February 26, 1868.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached and semi-detached

QUOTATIONS

HONGKONG. 24th April, 1869.

OPIMUM.—Patna, New, ...	636½)
Old, ...	631½	
Benares, New, ...	607½	
Old, ...	622½	
Malwa, ...	650	
Persian, ...	585	nom.
COTTON.—Bombay, ...	18	¼ 22½
Calcutta, ...	19	¼ 22½

recollects what the "Ghost" created. There is no doubt he was very clever.

In the case of the prisoner for uttering a threat of a session of two years returned to court. In the Justice remarks the prisoner was

SHANGHAI, ...

Bank, 6 months' sight, ...	4/6 a 6½
Credita, 6 ...	4/6½
On Calcutta, 3 days' sight, Rs. 226	
„ Bombay, 3 days' sight, Rs. 226	
„ Shanghai, 3 days' sight, Bank, Tls. 74	
Bar Silver, 17 dwts. B., ...	8
Sycee, ...	5/75 a 6.2
Mexicana, ...	1
Gold Leaf, ...	23.55 a 23.
Gold Bar, 98 touch, ...	23.35 a 23.
English Sovereigns, ...	4.60

A ROYAL warrant has been issued for the engagement of limited to those who renew their enlistment of service while the regulation is in force.

Discount, 9 a 11

H. & W. pon Dock, Old, ... 5 p. c. dis.
Do. Do. ... 7 p. v. ...
H. & S. Bank Shares, Old, ... 31 p. c. prem.
Do. do. New, ... 16 ...
Union Dock ... 25 p. c. dis., quote

[Temperature.

HONGKONG, 24th April, 1869.
(Taken at Messrs Falconer & Co.'s Premises
Queen's Road.)

THERMOMETER—9 A.M., Dry, . . . 70
Do. Wet, . . . 69

that the follow
heretofore gran
the engagement
Marth, viz. the
lieu thereof; tw
the payment o
clothing from t
engagement, if
be made before
payment of £2
clothing in Nor

Do. Wet,

Do. Min. over night, . . 68
 BAROMETER, - 9 A.M., . . 30.17
 Do. 4 P.M., . . 30.02

**RELIGIOUS SERVICES ON SUNDAY
 IN HONGKONG.**

ST. JOHN'S CATHEDRAL.—Morning, 10
 o'clock.—Canon Beach. Afternoon 4 o'clock
 —Canon Beach.
 UNION CHURCH. Minister, Rev. D. J.

James Derlin
the only "boo-
spectator Grey sta-
the Station by a
incapable, so n-
give his name
amounting to
defendant's be-
thing but respect
defence he beca-

g, 6.30 P.M.

ST. STEPHEN'S MISSION CHAPEL.—(Services in Chinese.) Morning 10 o'clock.—Rev. Lo Sam Yuen. Afternoon 3 o'clock.—The same.

ROMAN CATHOLIC CATHEDRAL.—Welling-ton Street. Very Rev. T. Raimondi, P. P. Ap. In the morning, at 6, 1st Mass at 7, 2nd Mass; 8, High Mass with Sermon in Portuguese; 10, Last Mass with Sermon in English, by the Rev. T. Borglignoli.

was fined \$5, or
monment, for nu
of shoes. He
on duty coming
teen with the sh
Captain Grosb
barque *Arthur*,
charged 12 men
extorting money
when the ship

5, Sermon in Portuguese; 6, B

ST. FRANCIS XAVIER'S CHAPEL.—Spring Gardens. In the morning, at 7, Mass with Sermon in Chinese, by the Rev. F. Yaw. At the Roman Catholic Reformatory West Point, Rev. B. Vignano. Services at 7.30 a.m.

BERTIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke on every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House.

Blackwood, in accordance with the order of the court, for a remand till the 10th inst. and he was accordingly granted a writ of habeas corpus.

The following is a statement of the evidence given before the court on the 10th inst. that by Mr Caldwell in our last evening session on the death of T. Wong-teen-foong.

SAILOR'S HOME.—Evening Service,
P. M.—Rev. J. Kyle.

CHRISTADELPHIANSYNAGOGUE.—Queen's
Road (East). Service at 4 P.M. every
Sunday.

THE CHINA MAIL.

HONGKONG, SATURDAY, APRIL 24, 1869.

Mr D. R. Caldwell

revelations yesterday made by

Stewart at the inquest on Tai Akwa
regarding a Chinese Hospital known as
the *E Tsz* are enough to rouse attention
even in Hongkong. As our readers will
observe he describes this institution
which was aided by the Government on
its establishment as a den of ex-

urinum. The M
or of branches, c
n question; an
and Dr Adams w
he 10th instant
board ship. Two
another and close
held on board shi
rejected as unfit
and sent on shor

up and lithely dirty earth was the floor.

from the dead by a process of kicks (we assume that the kicks were very mild, but even a very mild kick from a pig-tailed brute is scarcely equal to the soft touch of a nurse's hand); and which was kept by a *respectable* Chinaman. We

required for the witness found people numbers, it was would be required were instructed to speedily as possible were willing to go on board passenger places. He did not they would then be

on the "respectability" which attach

placed upon Chinese shoulders, the "patients" being voluntary inmates, and the very existence of the house being unknown to those who paid for the medical attendance of rejected coolies, are yet

in cases of illness
that they should
cases arose, they
Chinese Hospital
of which would
He had not been
hospital lately;
and gone to the H
The Coroner J
asked that questi

ment under notice as an offshoot.

the coolie system, unknown though it may have been to the emigration officers. We are not moreover, quite clear that it was not the duty of the emigration agent to ascertain where the sick coolies went. At least the majority of patients were rejected coolies transferred to the "hospital" after "walking" which we presume

Witness continued on people, even went there to be c The Coroner ob the case; but l expression made ht of the so-ca perfect picture of

existence of which the Colonial Service so firmly believes, may be found

tain appointments as ship doctors. We made a few remarks upon the subject at the time that outrageous assertion was made public, and we leave His Excellency the Governor, to calculate what the "doctors" are likely to be after articulating at such highly "respectable" institutions. The mythical naval surgeon, who had a foreigner's position

ture where they
give a drink of
send them in an
eper was asked
s was dead or
I not know. On
e of a most filth
amongst the
ted by a kick
ad or not—and t

ive of their peculiar diseases, but

ording to their stations in the watch-bill, as a philanthropic joke compared to the humans attendant who essayed to determine by a species of pedal practice how much life was to be found in each individual patient.

The coroner remarked that the only responsible person in the case was the driver of the car, who was carrying out his duty as a responsible person.

le that the existence of
ment can be passed over
ing enquiry on the part
The keeper will of
uted for manslaughter
in facious resident does
as pig-slaughter—and
ave his inhumanity re-
ing those decorative iron
so admirably become the
gaudy with which out-
rds. But a serious ques-
who was responsible for
the affair. Was it the In-
spector, or the Registrar
Surveyor General, or the
n? Are all or any of
to be blamed? We can-
seems odd that with such
as are conferred by
the existence of such
s should have been
ted. It will probably
the officers we have
be truly—that they have
were to interfere unless
s laid. If this be so the
cessity, which we very
out, for a Municipal
sed to deal with such
learn indeed that mea-
t to immediately
errors detailed at the
The patients have been
Civil Hospital, the place
cleaned; future ad-
en forbidden and steps
taken to found a real
l. More than that an-
ing held by the Govern-
the body of one of the
this does not affect our
necessity for a Municipal
constant look-out over

going as a text for our
is scarcely likely to be
of such sensational
ay take the opportunity
a few more particulars
for the control which
alone successfully exer-
s it, for instance, that
ads are even yet left so
but a few days since in
a man was badly wound-
street fight—as noisy as
ly are—and that not a
could be found nearer
by the few Europeans
eaten in stopping the
comes it that a similar
took place in Wynd-
ditary idiotic sabbie guar-
to be found refusing to
nd interfere—it being
ry to spend a quarter of
ing him comprehend that
ad him to merely cross
? How comes it that
Stanton street almost
s allowed to exist with-
constant annoyance of
ceants, including even
ations have nothing to
l question of permitting
nts to be open? We
more instances of
police duty, and of the
those disgraceful houses
are a public nuisance,
ished from the respect-
the town; but a dozen
are not, as we know,
tiated instances. And
w attention to another
ent question, when
Municipal Council?
ine ad infinitum. The
a cutting—especially on
ries, etc., etc., might
ject of a diatribe. But
hom we naturally feel
powerless to act. In
a within our own ex-
Superintendent, of
reously expressing his
was the case, informed
nable to afford relief,
on the case with other
ole system of domestic
adically wrong. And
uman life (albeit only
s sacrificed or villain-
through the want of
in such as we recom-
ment that a change for
be forced upon official

COAL.
wreck of the *Imagery*,
recently lost off Amoy,
on the 20th instant for
the start in the race
the Corinthian Cup and
Up to the time of off
have not learned any-
ments.
held at the Civil hos-
of one of the unfortun-
the Chinese "hospital"
to. Some interesting
stad, but the report had
are our going to press.
The case gave their first
Hongkong last night at
The weather was
the audience was nume-
appliance testified its
artistic merits. Mrs
and vivacious in her
acter, and she evoked
l genuine laugh. Mr
in the violin, the accor-
with a facility and
a good knowledge of
The entertainment will
day next, when there
age of programme, and
the first time in Hong-
er's extraordinary illu-
Cabinet. Everybody

recollects what a sensation "Pepper's
Ghost" created in London. It will no
doubt be very amusing here.

In the case of Chow-a-to yesterday tried
for uttering and being unlawfully in pos-
session of two five-dollar bank notes, the
jury returned a verdict of guilty on both
counts. In passing sentence the Chief
Justice remarked that though the offence
of the prisoner was not so bad as that of
a man found connected with the manufac-
turing of these notes he had been guilty of an
offence which, in the interests of commerce,
demanded a severe sentence, and that the
prisoner should be made an example of.
The sentence of the court was imprison-
ment with hard labor for three years.

A ROYAL WARRANT, signed by Mr. Cardwell,
has been issued, announcing that the re-
engagement of soldiers will in future be
limited to those cases in which men shall
renew their engagement for a second term
of service while actually serving. This new
regulation is to take effect from the 1st day
of April, in the case of soldiers serving out
of the United Kingdom, on the 30th day
of April. The warrant also announces
that the following issues and payments
heretofore granted to soldiers at the time of
the engagement shall cease on the 31st
March, viz. the free kit, or commutation in
lieu thereof; twenty days' marching money;
the payment of commutation in lieu of
clothing from the 1st of April to date of re-
engagement; if such re-engagement should
be made before the 1st of July; and the
payment of £2 for the provision of winter
clothing in North America.

TO-DAY'S POLICE.
Mr. Bull on the Bench.
James Dierling, private 75th Regt. was
the only "booster" in dock to-day. In-
spector Gray stated that he was brought to
the Station by a Lokong, being drunk and
incoherent; so much so that he would not
give his name. He broke some forms
amounting to \$1 damage. In addition,
defendant's behaviour in Court was any-
thing but respectful. When asked for his
defence he became impertinent and breath-
ed defiance. The Magistrate sentenced
him to 14 days' imprisonment.

W. Daly, Fireman, S. S. West Indian
was fined \$6, or in default 14 days im-
prisonment, for unlawful possession of a pair
of shoes. He was found by the Sentinel
on duty coming out from the Military Can-
teens with the shoes.

Captain Crobie, master of the American
barque *Arthur*, lost on the Pratas Shoals,
charged 12 men belonging to a junk with
extorting money. It would appear that
when the ship was in peril, the junk-men
before rendering any assistance, desired the
Captain to write a promissory note, for
\$1,000, which the Captain did. Inspector
Blackwood, in charge of the case, applied
for a remand till Thursday next, which was
accordingly granted.

The following is the remainder of the evi-
dence given before the Coroner, including
that by Mr. Caldwell, to which we alluded
in our last evening's report of the inquest
of the death of Tai Akwa:—
"Wong-ten-fook, broker or market man
of the coolie-house, stated that there were
one or two sick people in the house lately.
He could not say what the book produced
was for; neither could he say of what
disease the patients were sick. He has
seen one man taken out of the house be-
cause he was very sick; could not say
what was the matter. This was since
the 22nd of March; he had been in the
house over a month. Never saw any one
carried out into the street; never saw any
lying in the house.

Mr. D. R. Caldwell, Chinese interpreter,
witness, said, he had been employed by Mr.
Saak, agent for the Szechuan Emigration
Company, to procure emigrants to go to
Szechuan. The Man Fook who has a num-
ber of branches, one of which is the house
in question, and the Emigration Officer
and Dr. Adams went to all the houses, on
the 10th instant, to select men to go on
board ship. Two or three days after this
mother and closer medical examination was
held on board ship, when a number were
rejected as unfit to carry out the contract;
and sent on shore. On Monday last, the
19th, the Emigration Officer and Dr. Adams
inspected a further number of men from the
different houses, to complete the complement
of the *Perakian* *Brum*. When
witness found people in too large
numbers, it was estimated that no more
could be required, and the head men
were instructed to get rid of the men as
speedily as possible, bringing those who
were willing to go away, that they might be
sent on board passage-boats to their native
places. He did not give them money, as
they would then have stayed in the Colony
—which he wished to prevent. It would
be no benefit to the people in the
house to prevent any from going away.
In cases of illness, instructions were given
that they should be sent to; but if serious
cases arose, they should be taken to the
Chinese Hospital in Pailipshan—expenses
of which would be paid through him.
He had not been personally to the E. Tze
Hospital lately; but knew of many who
had gone to the Hospital who had not died.
The Coroner here explained that he
asked that question because he had him-
self visited the place yesterday; and the
effect upon him had been very great. He
had been very "queer" ever since, as the
"light" picture, he said there was some-
thing terrible.

Witness continued to say that the com-
mon people, even respectable shopkeepers,
went there to be cured.

The Coroner observed that such might
be the case; but he never could forget the
impression made upon his mind by the
sight of the so-called wards. It was a
perfect picture of filth and misery; the
patients were huddled together in a most
disagreeable place, with pools of urine about,
and evidently performed the duties of
nature where they lay. There was no one
to give a drink of water to any of them, or
attend them in any way; and when the
keeper was asked whether this one or that
one was dead or alive, he stated that he
did not know. One who was asked made
use of a most filthy expression in common
use amongst the Chinese. Another was
treated by a kick—to see whether he was
dead or not—and the reply was a groan.
Mr. Caldwell said that he certainly did
not know that anything was going wrong,
and he would have taken action. But he
was only responsible for the payment.

The Coroner remarked that he did not
think of seeing whether the Chinese carried
out their part of the contract.

Witness stated that he thought naturally
it was carried out, as the keeper of the
Hospital was a respectable man. He con-

tinued to detail the mode of entering into
the engagements on the part of the coolies.
The coolie-house keepers could not by any
chance gain by putting out any man, as all
the expense was borne by the agent. He
knew nothing of the man named Tai Akwa;
he could give the names of all who had
been sent on board the ship, but those
who had been rejected he could not speak
of. The coolies were always brought to
witness-house before food allowance was
given, and he always told them that they
would have ample time to consider whether
they would go or not; but if this man had
been in the house, he must have been ex-
amined by the Doctor. If he were 30 years
of age, he would not be taken as an emi-
grant, unless he had a wife and family.
He could offer no explanation as to why the
man should be found outside the house, as
it would be no advantage whatever to the
keepers. He had had complaints from the
coolies once or twice, chiefly about "chow-
chow" and a scarcity of opium; he always
advised any who smoked opium not to put
down any names.

CORRESPONDENCE.
STREET NOISES.
To the Editor of the "CHINA MAIL."
SIR,—In the London papers we often
hear of hawkers being punished for hawking
out loudly in the streets, while in Hongkong
they often bawl out so loud as to deafen
one's ears, without any hindrance. Would
it not be a good thing if, as regards these
persons, the authorities of Hongkong were
to observe the same laws the Government
of England observe.

April 24, 1869.

THE DANGERS AT THE CAPE.
Waxwicks of vessels off the Cape, through
unknown currents are of frequent occur-
rence; the subject case seems to show
that there are unknown rocks there to.

On the 17th Dec. last a Court of Inquiry
was held by the resident magistrates of
Simon's Bay, with Staff Commander Dyer,
R.N., as Naval Assessor, relative to the
loss of the ship *Ralph Abercrombie*, 743
tons, registered at Alton, which sailed from
Cardiff on Oct. 18, with a cargo of coals, for
Yokohama, which struck on Hardy Point,
and was afterwards abandoned. The Court,
after hearing the evidence of the Master
and Crew, decided, it appears, that the
land when she struck was only one mile to
the westward of the point. It is shown, also,
that the Master had consulted his charts.
He states in his own evidence that at the
time he sailed he had Hardy Point well
open of Hardy Point. The chart, however,
of Triest d'Aunha Group, which he had in
use at the time, not having been saved, the
Court is unable to test the cross bearing
taken on the occasion. It is shown by the
evidence of the principal witnesses, as well
as by the entries in the official log, that,
in consequence of the baffling winds at the
time, the vessel was driven to the westward,
and that she was certainly outside the line
of help, which is shown on the chart to
extend one-third of a mile off shore, where
there is 15 fathoms water. The Court,
therefore, find that the vessel must have
grounded upon some outlying rock not
marked on the charts. But that her so
grounding was not due to want of caution
of the Master, but that the Master did all in
his power to save the vessel, and that he was
justified in abandoning her at the time he
did, she having then 14 feet of water in her
hold. The Master's certificate is, there-
fore, returned to him.

ENGLISH INTRIGUE IN COCHIN-CHINA.
CHINA.
It is very droll to find the French using
the same arguments, and almost the same
words, regarding us and our imagined in-
trigues in Siam and Cambodia, which a
number of excellent people among ourselves
are constantly employing with reference to
Russia in Persia and Afghanistan. We are
"Russia" from the French point of view,
Siam is our Persia, Cambodia our Affghani-
stan; and the French colony of Cochin-
China, with "the glorious dates of the
Mekong, where Cambois paraphrased the
Psalms," is to us (according to M. de Carne
and the last number of the *Revue des Deux
Mondes*) what India is to the Russian. We
think it very likely—just what India is to
the Russians, and about as likely to be in-
vaded. In the meanwhile, the French Gov-
ernment of Saigon has not been so supine
as ours of Calcutta. Disdaining the policy
of masterly inactivity, they have taken the
advices of their *Friend of India*, and esta-
blished M. de Lagrange, capitaine de vaisseau,
with an adequate French escort at a Khou-
rum (only 7,400 coolies), which by its position
strategically holds the King and country of
Cambodge at mercy—and all this is done
to forestall us! And now our influence in
Cambodge is supposed to be checked! Now,
thanks to the vigour of the Governor of
French Cochin-China, Admiral de la
Grandiere, and the tact and firmness of the
French envoy in Cambodia, M. de Lagrange,
Saigon may at last be considered safe—Pio-
neer.

DISMEMBERING THE BEAST.—A singular
event has just happened at St. George's,
Antwerp. The heads there has the custom
of preceding the principal persons of the
parish in order to make way for them. A
decently-dressed woman whom he wished
to move aside refused, saying, "I am in
the house of God, where all are equal." If
these ladies wish to pass, let them go
round." The functionary, little habituated
to such observations, took her by the arm
and tried to force a passage; but she raised
her hand and gave him such a slap of the
face as no man of his kind had perhaps
ever received before. He was so thunder-
struck at the attack that he never thought
of persisting.

PRISONERS.—No enjoyment, however
inconsiderable, is confined to the present
moment. A man is the happier for life
from having made once an agreeable tour,
or lived for any length of time with pleasant
people, or enjoyed any considerable interval
of innocent pleasure.

THAT nobility is the truest which a state
derives, not from his pedigree, but from
himself; that nobility is the greatest
which is personal; that glory is the most
estimable which is fixed in our intellects,
and moral attributes, not that which a man
looks up with his cash.

THE COMMERCIAL CODE OF
SIGNALS.
(From the *Shipping and Mercantile Gazette*.)
Our readers have observed the anxiety
manifested by foreign Governments, and
especially by that of France, to insure in
their Maritime Services the complete adop-
tion of the *Commercial Code of Signals*,
and, with that object, to avail themselves
of all those means which administrative
departments in all civilized States have at
their disposal. Another instance of this
disposition has been recently evinced by
the French Government. Towards the close
of last year our Ambassador in Paris was
instructed to bring to the notice of the
Minister of Marine the requirement for the
examination of Masters and Mates in the
Code of Signals, the suggestion being, of course,
that a similar requirement might, with
advantage, be adopted by those to whom it
pertained, to shape the programme for the
examination of Officers in the French or Mer-
cantile Marine. We are happy to state
that the suggestion has not only been well
received, but has been really adopted. The
Minister of Marine, in reply to Lord
Lyons, says that it has been determined
that the examination of Masters in the
Oversea Trade (*Long course*) shall, so far
as it relates to the *Commercial Code of
Signals*, be the same as that prescribed
for the officers of the Mercantile
Marine in this country. The readiness
with which this suggestion has been adopted
by the Ministry of Marine is quite in
keeping with those other acts of the French
Government by which the desire to make
the adoption of the *Commercial Code* effec-
tive and complete, in the French Marine,
has been manifested—the careful translation
of the Code, its immediate and exten-
sive adoption in the Imperial Navy and at
the Semaphore Stations, and in the fre-
quent circulars issued by the Ministry of
Marine relative to the working of the sys-
tem. Nor is the interest taken by the Gov-
ernment the only leading Maritime States
in the use of the Code. It has been marked
that that exhibited by the Government of
France, though, owing to the fact that
France was the first, after this country, to
adopt the Code, it is, perhaps, better un-
derstood and more generally in work in the
French Marine than in that of other for-
eign States, not excepting America. The
progress, however, towards the universal
adoption of the Code is so rapid, that al-
most every ship that is met at sea commu-
nicates by this Code; and if the response
is not by the same Code, it cannot be made
at all. We have published, within the
past day or two, a series of letters from
shipowners and shipmasters, in which the
fact is fully attested, as the result of their
personal experience, or as a matter within
their knowledge. One correspondent tells
us of a vessel that had got into the
Chops of the Channel, with thick weath-
er. She was, of course, in soundings,
and she made out her position by dead
reckoning, but which, before shaping an
up-Channal course, it was of course, of the
utmost consequence to verify, and she
having been sighted and no navigation
possible. Presently she fell in with a
steamer. The ship ran up the Signal by
the old Code, "What is your latitude and
longitude?" The steamer carried the *Com-
mercial Code*, and ran up the reply in the
Signals of that Code. They were not un-
derstood, and the ship's position was only
confirmed three or four hours afterwards,
by making the Eddystone. Another, who
says himself "An Old Sailor," says—"I
have been in a remote part of the world
lately, and I find I can converse freely
with foreign shipmasters with the *Com-
mercial Code* when I cannot with my
"tongue." This is the experience now of
every man who carries and employs the
Commercial Code. He is the possessor of a
universal language, by means of which he
can communicate with the ships of all na-
tions and with the Signal Stations ashore
of France, Spain, and Portugal. A third
correspondent expresses the very natural
wish that there was only one Code of Signals
in use. It is a singular fact that we should
have given a Code of Signals to foreign
States which upon its merits, they adopt
exclusively, while we permit the com-
munication between ships of our own
Marine to be embarrassed by the existence
and employment of two Codes. The
Commercial Code not only supplies every
requirement for signalling, but it is by far
the most comprehensive Code of Marine
Signals ever invented. A correspondent,
whose letter we have already referred to,
says truly, that "one set of flags is quite
enough to take care of on board ship, and
one book is quite enough to have knocking
about in a ship's cabin." But the evil
does not rest there. So long as a second
Code is in existence, it will be carried by
ships commanded by men who will not be
at the trouble of making themselves
acquainted with the *Commercial Code*. The
result is, that such ships do not understand
the signals made by one out of every twenty
vessels they meet. The remark applies
to the older class of Masters and Mates.
The Board of Trade have made an
acquaintance with the *Commercial Code*
compulsory in the examination of Masters
and Mates for certificates of competency;
and by-and-by there will not be an Officer
of a seagoing ship that will not carry the
Commercial Code, and not an Officer in the
Mercantile Marine who is not familiar with
its working. But, in the meantime, the
confusion created by the employment of
two Codes, attested by our correspond-
ents, is an evil which, although it is in
gradual process of extinction, will not
be suffered to exist. Apart from this, a
seagoing ship now-a-days not carrying the
Commercial Code is comparatively helpless,
and nowhere more helpless than on our
Coasts, where, as in France and other coun-
tries, the only Signals made or understood
are those of the *Commercial Code*.

TWENTY-ONE SHILLINGS' WORTH OF PORK.
—A curious pig.
A PROMISING CHILD.—"Pa, will you
give me a shilling if I'll prove to you that
a dog has ten tails?" "Yes, my son."
"Well, to begin, one dog has one more
tail than no dog, hasn't he?" "Yes."
"Well, no dog has nine tails; and if one
dog has ten tails more than no dog, then
one dog must have ten tails." The father
gave the boy the shilling.

A KNOTTY POINT.—A man in Ohio was
pursued lately by a black snake. All at
once it occurred to him, just as the reptile
was preparing to jump at his throat, to
pin round a small birch tree which stood
in his path till he got the creature in a snarl
as tight as he could spring. He did so,
when, stopping suddenly, he threw a back
summer-sault, and the snake, trying to fol-
low him, had himself in a knot. —*American
paper*.

ENGLAND'S MESSAGE TO IRELAND.
(Spectator, March 6.)
We trust the country will not allow itself
in its admiration of Mr. Gladstone's speech
on the Irish Church, to forget the moral
grandeur of the occasion on which it was
delivered. The night of the 1st March,
1869, ought to mark, we believe, will mark,
an epoch in the relation between England
and Ireland. For the first time in the
history of that long connection, now six
hundred years old,—twice as old the con-
nection between England and Scotland,
three centuries older than the unity of "the
British,"—the older and stronger partner
has frankly recognised the moral equality
of the younger and feebler, has acknow-
ledged that his sympathies and instincts, as
well as his legal rights, should be re-
spected among the bases for the action of
the firm. Once, and once only in
these six centuries, in the vote for the
relief of the Famine, has England in her
treatment of Ireland risen above
justice; and of all forms of human sym-
pathy, almsgiving is the one which retains
least of its grace, and which, therefore, ex-
cites least sympathy in return. We gave
our millions ungrudgingly, but it was as
the rich give to the poor, with no sign of
regret, but yet with a half-suppressed con-
tempt that the gift should be required,
Catholic Emancipation was avowedly con-
ceded only because the alternative was
civil war, and the nation and their king re-
fused the last admitted that the alternative
would have pleased them best. Peel's greatest
administrative measure, the Encumbered
Estates Act, cost England nothing in feel-
ing or in cash, and did but add one more
to those material benefits, those stones in
apology for bread, which our people, so
just and yet so unympathetic, are always
so ready to bestow. Never once in that
long connection, which will one day be the
subject of the philosopher, that marvellous
association of centuries during which no
Irishman has ever loved England or betray-
ed her, ever pronounced her good or abused
her from her sharpest service, ever believed in
her liberality or refused her wages, has
England passed a measure for Ireland out
of affection, or gratitude, or even that kind-
ly comely which is so pleasant a substitute
for friendship. The little marks of equal-
ity in position, of kindly esteem, of friend-
liness which grants without thinking of
concession showered upon Scotland,—that
cordial welcome, for instance, in her case
any attempt at Imperialism, like the ad-
ministration of the Scotch, would be like the
soldier's clothes—have even national refusal
to Ireland; and while the national dress
of one Celtic race is honoured alike in the
field and in the palace, the national colour
of the other dooms its wearer to penal
servitude. We have said that we were just
and perhaps we have intended to be so, but
where, throughout our laws, is a concession
to Catholic ideas like the concession to Pres-
byterian ideas involved in our recognition
of Scotch marriage, where in its adver-
tisements is there an insult to Scotland like
the one every newspaper offers in its adver-
tisements to Ireland? where, in our whole
language, is there an expression equivalent
to the "kindly Scotch?" An overweening
belief that we are better and wiser and
more gifted than our partners, that our re-
sponsibility in governing is not to them,
but to God for them, as it is for the Hindoos,
the wisest every step of our action, even
the wisest even the noblest, even the most
self-sacrificing.

But it is over at last. For the first time
the British people, repressing prejudice
which seemed almost part of its being, and
sympathies arising from its whole history,
unmoved by any pecuniary interest and
unintimidated by any immediate danger, in
the teeth of censure from the National Church,
and in the face of the whole landlord class,
has elected a Government in order to carry
out a measure which, except as a measure
of sympathetic justice to the Irish people,
it has no special reason to desire. For the
first time, a strong Cabinet has staked its
existence on a proposal which can bring to it
nothing except the hearts of the Irish people.
A great Minister, himself an intense Church-
man, himself filled with the idea of the
economic sacredness of property, himself
perhaps of all men alive the least Irish, is
for Mr. Gladstone's genius, like his blood,
is essentially Scotch—has, to win Irish
loyalty, bestowed on a Bill for her benefit
the labour and the intellect that have
been bestowed on a campaign against the
Churchmen of England and that have
measured with the Church her loves,
and though all its landlords feel that it
threatens the economic laws he has so rigidi-
ly maintained. That power of repressing
their own instincts, that habit of defying
hostile forces, that vast capacity of detailed
labour which English Ministers have so of-
ten displayed for the interests of the Em-
pire, have all last been shown for the bene-
fit of Ireland. Had the Irish vote been unani-
mous and been final, had the existence of Govern-
ment been at stake, no higher effort could
have been made than Mr. Gladstone, and
the House of Commons, and nation itself
have made to prepare a measure which, but
for Irish feeling, would have been either
superfluous or unwise. The labour of love
has been performed as thoroughly as a him-
dred labours, and the penal laws, were not
more perfectly drawn, more search-
ingly, more far-reaching than the measure
which sweeps the last rule of them away.
The entire power of the British Govern-
ment, that most irresistible of political
forces, which centuries has so uni-
formly crushed the opposition of Ireland,
has at last been strained in her be-
half, strained not to make her quieter, or
richer, or more civilized—though incident-
ally it may do those things also—but to win
her affection, to secure her equality, to con-
vince her once for all that England can sym-
patize not only with her interests, but with
her prejudices and her pride. And this has
been done not easily, or carelessly, or with-
out suffering, but at the price of sacrifice.
It is no pointless operation for a people in-
tensely Protestant to declare that henceforth
Protestantism shall in Ireland have no ad-
vantage even of social standing, no trifles
for the Liberal party to forego, for years it
may be, the support of the National Church,
no light matter for Mr. Gladstone to ac-
knowledge that the convictions of half a
life have been unfalsified. And yet it has
been done, done thoroughly, done cordially,
as work which pleased the donor. That
change of spirit is real, and it is the change
which will make the 1st of March such a
landmark in our history.

We say boldly it "will" make it, though
we neither desire nor expect immediate or
obvious gratitude from Ireland. Why
should she be so grateful for not being in-
jured, or injured, or treated as a prize
of war, or even for receiving a first instal-

ment of the justice so long defiantly refus-
ed? But, with Mr. Gladstone, we utterly
refuse to believe in a race of one-legged
men—in a race without reverence for
justice, or respect of gratitude, or affec-
tion ready to respond to love, or to put
the matter within British grasp, without
purchasing, when all causes for heartburn-
ing have ceased, of its own bitter sort
any of our readers ever think what sort of
a compensation we make to Ireland for the
loss of her independence, of what the ap-
pointment of Lord Mayo to the Indian
Viceroyalty means, of what Ireland would
be to Irishmen without our imperial career,
without our army, our colonies, our places in
Europe and the world? Upon this matter at
least we have been just as between country
and country, for if we have refused service
to the Catholic of Connaught, we have re-
fused it also to the Catholic of Lancashire;
if, since a Catholic Admiral beat back the
Catholic Armada, we have robbed every
Catholic of his natural chance of a career,
we have at least plundered him without re-
ference to his nationality. A Weld of Lut-
worth, English as the Ashburthams, has
had no better chance than an O'Donoghue
or O'Neill; apart from creed, no man in
England has ever thrown an Irishman's
name into his teeth; and the two men best
rewarded in our time, rewarded, if any-
thing, above their claims, have both been
Irishmen. Who objects that the ground of
highplace when a baton falls to the most
disrespectful Irish of Generals, or the
Indian throne to a man who boasts in the
House of a pedigree almost unnumbered
Milesian? So enormous is this advantage,
so completely does it outweigh every ma-
terial disability, that were Ireland free to-
morrow, the fact once realized that Irishmen
were foreigners in the Empire would almost
suffice to recement the Union; and what
must be the depth of the bitterness,
the extent of the irritation, the perman-
ence of the distrust which
renders Irishmen willing to forget all this
so utterly that it is as if it had no exist-
ence. The material advantages of the Union
are without an exception on the side of
Ireland, and if the "sentimental" disad-
vantages are one by one swept away, if her
honour, and her creed, and her economic
ideas are respected as those of Great Britain
have been and those of Great Britain
always are, it is to those material advantages
that her regards must turn, and there, at
least, we have nothing to repent of or exte-
nuate. Ireland is Catholic? Celtic? rebel?
So were the French of Lower Canada when
they descended into the field, and now,
when all sentimental grievances have been
redressed; when their Church has been
secured, and their social system guaranteed,
and all disabilities, even of opinion, swept
away, what is England's difficulty with
French Canadians but this, that they love
England too much to set up for themselves.
We set any decent man not stupid with
bitterness to tell us what the difference is
between the Catholic Irishman who re-
cently left the criminal dock and who ex-
actly they had to suffer for "ould Ireland,"
and Sir Etienne Cartier, the Celtic Catholic
rebel councillor of Her Majesty, or assign
one intelligible reason why the treatment
which made of him, Papeau's *ci-devant*
lieutenant, a fanatic upholder of the Em-
pire, should make of an O'Kelly a litter
carrier. It will not be so, though, if it were,
our duty would none the less be plain and
proving. So surely as we redress the "sen-
timental" wrongs of Irishmen, so surely as
we acknowledge in word and deed that they
are our equals, entitled to respect even in
their idiosyncrasies, to tolerance even in
their prejudices, to argument even in their
errors, so surely shall we find that they are
willing on those terms to be our comrades
—may, that they have always in the worst
task which lies before the last United
Empire. What that friendship is worth to
us as a people we shall not attempt to
describe, for this is not the moment to tell
how bitterly our Saxon people used the old
Celt alone can bring, the genius and
the dash, the light-heartedness and the
imagination of the Irishman; but we may
use our material and unanswerable argu-
ment. We are now but twenty millions,
for our nominal thirty the Milesian five
per cent of their discontent the strength
of at least five more. When Ireland is
reconciled; we shall be thirty millions.

THE TRAGEDY OF SABINUS AND
EPONINA.
Sabinius, a Roman general, sent against
the Segunt (S. W. Swia), did his dearest
little to Vesputian's satisfaction that
nothing but his heart could satisfy for his mis-
conduct. It was in his power to escape
into Germany, but he doated on his am-
able and affectionate wife, Eponina; and as
he could not manage to bring her with him,
he chose rather to stay behind, and though
under many disadvantages, enjoy some
moments of her dear society. To two faithful
freemen he revealed his plan, and his
neighbours beheld the house in which he
had taken refuge all in flames on the next
evening. The freedman engaged of course,
and announced that their master had per-
ished in the conflagration, and even his
wife was under the impression of his hav-
ing perished. She gave way to the most
violent transports of grief for three days,
at the end of which time she was let into
the secret of her husband's safety by one of
the freedmen. In the neighbourhood of
the house were two caverns communicating
with one another. The entrance, difficult
to be discovered, was known but to Sabinius
and his trusty servants, and thither under
the shadow of night came his joyful wife to
afford him comfort by her dear companion-
ship.

After all, Sabinius had as strong a tinge
of selfishness about him as the husband of
Alceste, one of the finest female characters
left us by the Greek dramatists. He did
not allow his freedmen to let Eponina
know of his being in life till after her three
days' anguish, in order to remove all doubts
of his death.

He never stirred out of the cavern night
or day, and his loving partner gave him as
much of her company as a due regard to
the keeping of his secret permitted. Seven
months after his supposed death she went
to Rome, attended by her husband friend-
ly disguised. She there visited friends
and relatives, and endeavoured to find out
whether there would be a chance of safety
for Sabinius, if he discovered himself.

Nine years thus passed over their heads;
he occasionally peering into the light of her
living as a lonely widow in the sight of her
neighbours. Two sons were born to the
desolate pair, during these nine years.
Their birthplace was the cavern, and never
except with the greatest precaution did
they enjoy a sight of the cheerful face of
the earth or the heavens. To great conti-

vances and shifts was the poor wife and
mother driven, in order that the lives of
the creatures so dear to her should not be
imperilled. The poor lady's life was no
more to be envied than that of a fawn with
the voices of the hounds ringing in her
ears.

At the end of the period mentioned, the
revel was discovered, and the father and
mother and children brought to the pre-
sence of the Emperor. Eponina prostrating
herself before his seat, and pointing to the
two children, cried—"Take pity, O Caesar,
on these poor creatures who have died in a
tomb. They came into the world that we
might have more suppliants to implore thy
mercy for us, and that you might grant us
pardon for the sake of those innocents, who
have never offended."

The by-standers were much affected, but
strange to say, Vespassian, who by nature
was not cruel, continued obstinate, and
ordered the execution of father and mother.
Eponina went to the scaffold with calmness
and resolution, saying she preferred the
gloom of the grave to the brightness of that
sun which shone on such cruelty in power,
and that death would relieve her from all
that fear and anxiety which she had
endured for nine years. Perhaps no tyrant
of ancient times ever executed a more
unfeeling and uncalculated piece of cruelty.
—*Dublin University Magazine*.

WHY DO THEY DIE?
The Times records the death of a labouring
man named Richard Parsar, who, accord-
ing to apparently sufficient evidence, had
attained the age of 112 years. This patri-
archal length of days, although rare, is not
unprecedented even in comparatively mo-
dern times. Henry Jenkins is said to have
lived for 180 years. He was born in the
reign of Henry VIII. When a boy he took
a cartload of arrows to the English army at
Flodden Field, and lived to relate the cir-
cumstances in the reign of Charles II. If
Thomas Parr, well known as Old Parr, died
at the age of 152, and enjoyed the posthumous
distinction of being dissected by Harvey.
Jean Claude Jacob, a serf
from the Jura Mountains, appeared before
the National Assembly of France in the
time of the first Revolution, when he was
129 years old. There is said to be an inscrip-
tion in Ganderwell Church perpetuat-
ing the memory of Agnes Skuner, who died
at the age of 119, having been widow for
92 years. In Haddon Churchyard is the
tombstone of an old woman who died in
1714. A tailor of Chertsey was introduced
to William IV. on his 100th birthday, and
survived the interview for four years.
Many other examples of similar longevity
might be mentioned. But though in a
series of generations it is easy to find that a
not inconsiderable number of persons have
survived 100 years, yet, as compared with
the mass of humanity, their number is
almost infinitely small. Few travellers
reach the end of that brief career which
has a hundred arrows; most fall victims to the
dangers of the road. Few men live long
enough to die of old age. They succumb to
one or other of the diseases by which
life is beset, but which are not the inevi-
table accompaniment of any period. With
regard to the fortunate few who escape
premature death from what may be con-
sidered accidental rather than necessary
causes, we may wonder, not why they live
so long, but why they die so soon. Indeed,
we do not know, or know only very imperfec-
tly, why they die at all. We scarcely know
anything about the progressive changes
that occur in the body which lead to its
inevitable destruction after an existence of
between one and two centuries. It is a
matter of interest and importance that we
should learn what are the definite and
material changes which occur as the result
simply of age. How are the nervous,
muscular and glandular structures altered?
Are they degenerated into oil, or replaced
by unobstructive tissue? What is it stops the
machine? —*Lancet*.

NUMBERS FOR THE SORROWFUL.
Not fear thou death. God's law is gain to us:
Growth and decay obey a common law.
The sturdy bosom and the seed are one.
Think! Thou wert born and fashioned for a world
Assorted to thy needs and thy delight;
And wherein thou hast dwelt and hast content.
Not of thy strength or cunning didst thou come
Into the life and heritage of life;
And shall all fall thee in thy going hence?
The salt foam of the sea upon thy lips.
The blown sand of the desert in thy face;
Shall these outlast the ages and thy race?
Content thy soul and comfort thee in this:
In God's design is neither best nor worst.
But ever ordered change is ordered good.
In Him alone rounds the infinite of might,
And He who gives both life and death
Is equal Lord of life and Lord of Death.

The Gentleman's Magazine.

An important trial has been going on at
Naples—the question involved being the
legality of the marriage of priests. Seeing
that Naples, next to Rome, may be regard-
ed as the great stronghold of the Latin
Church, the case possesses unusual signifi-
cance. It came before the court in the
form of an appeal from the Tribunal of Sa-
lerno, which forbade the officers of civil
status of Vistri and Cava to take any step
in celebrating a marriage, and directed
that a promise of marriage given should be
null and void. The Attorney-
General, who represented the appellant, a
young priest, argued that marriage was a
purely civil obligation, but if it to this per-
sons wished to add the priestly benediction
they were at liberty to do so; it was an
affair of private conscience, interesting,
and much to be recommended, he said,
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SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

O, on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS							
Catalpa	W. Escudillo	Span. str.	737	April 8	Landstein & Co.		
China	W.C. Steward	Brit. str.	1348	April 20	P. & O. S. N. Co.		
Douglas	W.C. Toppin	Brit. str.	615	April 20	Douglas Laprak & Co.	Swatow, &c.	
Dupleix	W.C. Noel	Fch. str.	900	April 22	Messageries Imperiales		
Erl King	W. Pinel	Brit. str.	1044	April 19	A. Heard & Co.	Shanghai	
Governor Higginson	W.C. Mathews	Brit. str.	710	April 14	D. Sassoon Sons & Co.	Shanghai	To-day noon
Kwang Tung	W.C. Pitman	Brit. str.	498	Feb. 19	Douglas Laprak & Co.	East Coast	26th, noon
Labordonnais	W.C. Ropatel	Fch. str.	910	April 3	Messageries Imperiales	Yokohama	
Ottawa	W. Edmund	Brit. str.	1274	April 13	P. & O. S. N. Co.		
Phase	W.C. Hinatin	Fch. str.	767	April 20	Messageries Imperiales	Shanghai	
Titania	W. Hamlin	Tahit. str.	805	January 21	A. Heard & Co.		
Yonua	W. Cuming	Amer. str.	677	August 30	A. Heard & Co.		
West Indian	W.C. Miller	Brit. str.	1804	April 2	Jardine, Matheson & Co.	S'pore & Penang	
Yung-hai-an	W.C. Morison	Russ. str.	447	October 19	Landstein & Co.		
SAILING VESSELS							
Albatross	W. Lousin	N. Ger. bk.	412	March 16	Bourjau, Hubner & Co.	Saigon	
Alexandria	K. Sangster	Brit. sh.	670	April 22	Borneo Company		
America	K. Perks	Salv. sh.	1450	January 18	Captain		
Assendant	W. Gerdies	Brit. bk.	617	April 30	R. S. Walker & Co.		
Ausonia	W.C. Berr	Span. bk.	470	Feb. 19	Order		
Atravida	E. Besset	Brit. bk.	457	March 26	Rozario & Co.	Sydney	Early
A. W. Stevens	E. Ingraham	Amer. bk.	726	April 3	A. Heard & Co.	New York	
Boy Bendixon	W. Mattheissen	Dan. bk.	366	April 13	Wm. Pustan & Co.		
Callao	E. Lavarolo	Salv. sh.	1440	Nov. 17	Jardine, Matheson & Co.		
Camilla Cavour	K. Astorquia	Salv. sh.	820	March 18	Wm. Pustan & Co.		
Candace	W.C. Meisohien	N. Ger. bk.	230	April 22	Borneo Company		
Candelaria	W. Benitez de Lara	Span. bk.	407	April 22	Remedios & Co.		
Cocilia	W. Misquita	Port. bk.	632	Feb. 18	J. J. dos Remedios & Co.		
Chelsea	W. Lowe	Brit. sh.	904	March 18	Rozario & Co.	Melbourne and Sydney	
Contasita	W. Abano	Span. bk.	184	January 30	Remedios & Co.		
Daylight	W. Schmidt	Span. bk.	447	April 7	Chinese		
Doris	W. Onisid	Span. sh.	230	April 6	Remedios & Co.		
Dryden	W.C. McMillan	Brit. bk.	424	April 11	Gilman & Co.		
Edouard & Marie	W. Van der Fas	Dut. bk.	480	April 10	Wm. Pustan & Co.		
Ellie	W. Kaempfer	N. Ger. bk.	350	April 13	Wm. Pustan & Co.		
Ellen	W. Windsor	Brit. sh.	631	Dec. 20	Olyphant & Co.		
Feiga	E. Lewridsen	N. Ger. bk.	280	April 12	E. Schellhass & Co.	Surinam	
Ferdinand Braun	W. Voss	N. Ger. bk.	350	March 23	E. Schellhass & Co.		
Fray Bentos	W. Mata	Salv. bk.	471	April 2	Remedios & Co.		
Frederic	W. Niesias	Belg. sh.	803	January 6	Borneo Company		
Gravina	W. Barelo	Span. bk.	246	March 11	Remedios & Co.	Manila	
Heinath	W. Tiedebach	N. Ger. bk.	384	April 20	Melchers & Co.	San Francisco	Immediate
Helvetia	E. Bailey	Amer. sh.	1206	Feb. 9	Russell & Co.		
Herald of Light	W. Badenoth	Brit. bk.	265	April 21	Gibb, Livingston & Co.		
Hugo & Otto	W.C. Rinkert	N. Ger. bk.	450	April 22	Order		
Jane	W. Richerson	Brit. bk.	307	April 14	Thomas Howard	Yokohama	
John L. Dimmock	W. Wancholl	Brit. sh.	1047	March 23	Russell & Co.	San Francisco	
La Serina	K. Maddrel	Brit. bk.	373	April 13	Bourjau, Hubner & Co.		
Leen Fa	W.C. Collinson	Brit. bk.	226	October 10	Order		
Lina	W. Hainhardt	Ital. bk.	235	Feb. 9	Carlowitz & Co.		
Luisa Canevaro	W. Moro	Salv. sh.	1100	March 20	Wm. Pustan & Co.	Guam	To-day
Maria	W. Canellas	Russ. sh.	687	Feb. 10	Landstein & Co.	Yokohama	To-day
Maria Rickmers	W. Stolt	N. Ger. bk.	700	April 7	Melchers & Co.		
Mirado	W.C. Lempiert	N. Ger. bk.	340	April 22	Wm. Pustan & Co.		
National Eagle	E. Nickerson	Amer. sh.	1095	Feb. 1	A. Heard & Co.	San Francisco	Immediate
Nettie Merryman	E. Rollins	Amer. bk.	673	April 6	Arnhold, Karberg & Co.	Shanghai	
Norma	K. Pohl	N. Ger. bk.	339	April 7	Stemmen & Co.	Saigon	
Nile	W. Moran	Brit. bk.	271	April 23	Thomas Howard		
Nuevo Constante	W. Fabie	Span. bk.	208	Dec. 16	Remedios & Co.		
Old Dominion	E. Freeman	Amer. sh.	695	March 2	A. Heard & Co.	San Francisco	Early
Onward	E. Whyte	Brit. sh.	606	April 2	Captain		
Paradise	W. Papp	N. Ger. bk.	360	April 14	Wm. Pustan & Co.	San Francisco	
Parce	W. Soule	Amer. sh.	540	April 15	Borneo Company		
Providence	K. Vevanway	Salv. sh.	504	April 3	Remedios & Co.		
Race Horse	W. Kruse	Siam. sh.	387	April 8	Chinese		
Salvador	W. Stuart	Brit. bk.	424	March 27	Rozario & Co.	Melbourne	Early
San Lorenzo	W. Ledesma	Span. bk.	220	April 14	Remedios & Co.		
San Shime	W. Probyn	Brit. bk.	225	April 20	Arnhold, Karberg & Co.		
Villa de Granada	W. Carrique	Fch. bk.	209	March 21	Landstein & Co.	Singapore	To-day
Villa de Rivalavia	W.C. Castilho	Span. bk.	261	April 11	Remedios & Co.		
Yang Tze	E. Smith	Brit. sh.	688	April 14	John Burd & Co.		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Bertha	Mooney	Brit. str.	285	Feb. 25	Douglas Laprak & Co.	Shanghai, &c.	
Fuyama	Dundas	Brit. str.	715	April 21	Douglas Laprak & Co.	Yokohama, &c.	
Niger	Jobling	Brit. str.	1126	April 19	Borneo Company	Shanghai	
Reyna	Barredo	Span. str.	200	April 21	Remedios & Co.		
United Service	Tough	Brit. str.	612	April 16	Wm. Pustan & Co.	Shanghai	
Vencedora	Cervantes	Span. str.		March 31	Spanish Consul	Manila	

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
SHANGHAI	U. Servioet	Brit. str.	Wm. Pustan & Co.
Do.	Niger	Brit. str.	Borneo Company
Do.	G. Higginson	Brit. str.	D. Sassoon Sons & Co.
Do.	N. Merryman	Amer. bk.	Arnhold, Karberg & Co.
SHANGHAI & YOKOHAMA	Bertha	Brit. str.	Douglas Laprak & Co.
Do.	Labordonnais	Fch. str.	Messageries Imperiales
Do.	Jane	Brit. str.	Thomas Howard
Do.	M. Rickmers	N. Ger. bk.	Melchers & Co.
YOKOHAMA, &c.	Fuyama	Brit. str.	Douglas Laprak & Co.
OTHER PORTS—			
New York	A. W. Stevens	Amer. bk.	A. Heard & Co.
SAN FRANCISCO	Helvetia	Amer. sh.	Russell & Co.
Do.	National Eagle	Amer. sh.	A. Heard & Co.
Do.	Old Dominion	Amer. sh.	A. Heard & Co.
Do.	S. L. Dimmock	Brit. sh.	Russell & Co.
Do.	Parce	Amer. bk.	Borneo Company
MELBOURNE & SYDNEY	Chelsea	Brit. sh.	Rozario & Co.
Do.	Salvia	Brit. bk.	Rozario & Co.
Do.	Atravida	Brit. bk.	Rozario & Co.
SYDNEY	West Indian	Brit. str.	Jardine, Matheson & Co.
SINGAPORE & PENANG	Albatross	N. Ger. bk.	Bourjau, Hubner & Co.
SAIGON	Norma	N. Ger. bk.	Stemmen & Co.
Do.	Gravina	Span. bk.	Remedios & Co.
MANILA	Fer. Brum	N. Ger. bk.	E. Schellhass & Co.
SURINAM			

*At Whampoa.

†At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Commodore.
Adventure	British	steam troop ship	1794	Hy. J. Raby, V.C. Capt.
Cockchafer	British	gun boat	250	H. W. Kerf
Flamer	British	Naval hospital	230	Attached to Melville
Janus	British	gun boat	167	Leicester O. Keppel
Mecanee	British	Military h'pital	2591	Hospital ship
Melville	British	Naval hospital		Geo. B. Hill, Staff Surgeon
Princess Charlotte	British	receiving ship	2443	Oliver J. Jones, Commodore
Slaney	British	gun boat	301	Elwyn

CHINESE GUN-VESSELS IN CANTON WATERS.

Name.	Flag.	Rig.	Tons.	Commodore.
An-Jan	Chinese	gun vessel	221	Godall
Chon-to	Chinese	gun vessel	221	Edwards
Ching-tung	Chinese	gun boat	4	Bessard
Chin-hai	Chinese	gun boat	6	Deine
Fei-long	Chinese	gun boat	5	Francis
Spy	Chinese	Customs' launch	180	Pointier
Tien-po	Chinese	gun boat	6	Stewart

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Vessel.	Flag.	Tons.	Captain.	Owner or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co.
Fame (110 h. power)	Do.	380		H. & W. Dock Company's tug
Fire Dart	Do.	466	Benning	H. C. & M. Steam-boat Co.
Kin Shan	Do.	617		H. C. & M. Steam-boat Co.
Kiu Kiang	Do.	69		Acheong
Little Orphan	Do.	46	Benning	Union Dock Company's tug
Poyang	Do.	379	Cary	H. C. & M. Steam-boat Co.
Princes Albert	Do.	180		Q. Acheong
Sir J. Jeejeebhoy	Do.	101		Q. Acheong
Spark	Amer.	140	Wilson	Thomas Hunt & Co.
Spee	Do.	Graves		Thomas Hunt & Co.
White Cloud	British	280	Carrol	H. C. & M. Steam-boat Co.

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Owner.
Ohase	P. M.	ship	233	Mason	Harbour Master (Gunpowder)
Fort William	British	ship	1000	Townsend	P. & O. S. N. Co.
John Adam	British	barque	318	Dennis Daly	Water Police
Kin Joo Hong	"	"	288		

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